

2. Bentley; bow, Ludlum; coxswain, Colson. After they had rowed an hour Courtney was much pleased with the work. Odell complained of a sore

Moore's seat, and Dalzell went in at low.

AFFAIRS AT THE NAVY YARD

SATISFACTION OVER THE ENDING OF THE STONE INCIDENT.

THE POSSIBILITIES OF THE PORTER-MORE MEN
NEEDED - CIVIL ENGINEERS AND
EXAMINATIONS.

which has attributed to the gratification of the officers of the yard and the ships at present there in the last week, it is the decision of the Secretary of the Navy that there is no reason for official interference in the affairs of Lieutenant George L. P. Stone, of the Puritan, so far as his connection with the family of Swits Condé, of Oswego, is concerned. This decision, which was made on Friday, completely disposes of the allegations that the ensign's conduct was in any way reprehensible, from a naval officer's point of view, and as Ensign Osborne is included in the answer to the charges, there is joy on board both the monitor and the training ship Alliance. This is the second time that the statement published in this column a week ago, and is no more than was expected by all those who had watched the case closely.

The remarkable results of the trials of the little, black, sharp-nosed torpedo-boat Porter have attracted a good deal of attention to the boat, and she has been the Mecca of a large number of visitors to the yard. Lieutenant Fremont is sure that her speed limit has not yet been reached, and that her confident that under favorable circumstances she will be able to equal if not exceed the record made by the new British boat, the Turbina, in which a new application of steam power to a propeller has achieved results which have opened the eyes of the Admiralty to the possibilities of the method in application to war vessels. All the torpedo-boats of the Porter class except three are due on or before October 1, and there is a confident feeling among the naval ships that the older navies will have points in speed before the trial trips are all completed. The Dupont will probably be the next one to be tested, her trials being slated for the latter part of this month.

With a number of small new vessels rapidly approaching completion, the Department finds itself hampered by a shortness in the list of available men in the seaman branch. Recruiting on board the Vermont is slow, there are already seven hundred vacancies in the service, and the number is increasing every day, and about the only way out is that presented by the plan of placing some of the ships calling for large numbers of men on the reserve list, and laying them up, with only a ship keeper's crew on board, the men being assigned to the new vessels as they are needed.

Not only are there unfilled places in the engineering department, but the Department of Yards and Docks is somewhat hampered by lack of sufficient numbers. This is especially the case in the home yard. Chief Engineer Menocal

has been here for the last three or four days, Civil Engineer White is in Ohio on leave, attending a convention, Civil Engineer Prindle is engaged in the important work of superintending the improvements at the Naval Hospital in Flushington-ave, and as Civil Engineer Perry has sailed farwello to the yard and is devoting himself to the preparations for his trip to the North, the office force is without an executive head, the work which must be attended to falling on the shoulders of the chief clerks. In connection with this state of affairs, some interesting questions have come up relative to the examination of applicants for the post of civil engineer, and the requirements are extensive, and the examinations held under peculiar circumstances. It is not to be wondered at that there are few applications for a post which the Government cannot afford to have filled by an incompetent man. On Tuesday last the Department issued the following regulations concerning the appointments:

No one will be so appointed whose age is under

twenty-five (25) days before appointment must pass a satisfactory physical examination before a board of medical officers of the Navy, and must also pass a mental and moral examination before a board of naval officers as the Secretary of the Navy may designate for the purpose.

The physical examination shall precede the mental and moral, and if a candidate should be physically unfit he shall not be examined otherwise.

Application for a permit to take the examination must be made to the Secretary of the Navy. Each applicant must present testimonials of good moral character, and evidence of American birth, of having been a member of a civil engineering association, of having been a member of a professional institution of good repute, and of having had at least two years' practical experience as a civil engineer.

Physical and professional examination will be competitive, and candidates who pass a satisfactory examination will be placed on a list in the order of their relative merit as determined by the examination.

Examinations will be in English. Candidates will be examined in the following subjects:

Testimonials, English grammar and composition, elementary physics, elementary geology, drawing, general knowledge of algebra, geometry, trigonometry, analytical geometry, differential calculus, and the use of the slide rule.

Subjects of solids and fluids and strains in structures, constructional materials, engineering mathematics, mechanics, strength of materials, construction, including workshops, civil railways, walls, wharves, water distribution, foundations, etc., surveying topographical, trigonometrical and level, hydrographical, and engineering same, instruments, and other adjustments.

Candidates must present themselves before the Board of Examiners at the Washington Navy Yard, at 10 a. m. on June 21, 1897.

In this connection the following extracts from the regulations are pertinent:

Article 1.66-A. A candidate for the office of assistant surgeon must not be less than twenty-one nor more than twenty-six years of age; his mental, moral and professional qualifications shall be determined by a board of medical officers.

Article 1.67-A. A candidate for the office of assistant pharmacist must not be less than twenty-one nor more than twenty-six years of age; his physical, mental and moral qualifications shall be determined by a board of medical officers appointed by the Secretary of the Navy.

Article 1.68-A. A candidate for appointments as carpenter on the Navy must have satisfactory experience in his professional, moral and physical qualifications; the professional and moral qualifications shall be determined by a board of three officers appointed by the Secretary of the Navy, and composed of a naval constructor, an assistant constructor and a naval architect.

Article 1.69-A. A candidate for the appointment of gunner must have satisfactory professional, moral and physical qualifications; the professional and physical qualifications shall be determined by a board of three officers appointed by the Secretary of the Navy.

The application of this will be seen by the following: The Board of Examiners for the appointment of assistant gunners is constituted as follows: Captain A. H. McCormick, Assistant Naval Constructor Robert B. Dashiell and one technical expert out of a board of three members to examine a man on purely technical matters.

The civil engineer of high standing and professional life, and one of the best of his kind in the hands of a trio of which only one member is proficient in the business and mechanical details of the profession, and it is not to be wondered at that the public confidence has been placed in the Board of Examiners.

caused by this state of affairs, and the question has been asked but not answered, why should not a corps of which so much is expected receive the same treatment that men of other professions receive? It may be that the line officers and the constructors know all about civil engineering, but the chances are that they will find themselves in the position of one of the new commodores who, when he was a captain, was asked in regard to it. "The

'COLLAPSE OF A SOUTH SEA COLONY.'
San Francisco, June 12.—Private advices from one of the crew of the bark Percy Edward, which sailed from this port some two months ago for the Solomon Islands with a party of 100 men, who had expected to find an Adamless Eden to colonize, have been received to the effect that the expedition has failed at Fijl. After a quarrel over the distribution of the community property, many of the colonists left the island, and the management, as the result of the quarrel, has been abandoned. The remainder resolved to take the bark on to New Zealand, where she is to be sold at auction and the proceeds are to be divided.